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The Egyptian Gazette

The English Daily Newspaper, Established 1882.

Editor and Manager R. SKELLING.

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TUESDAY, JANUARY 16, 1906.

UNIVERSAL SERVICE OR UNIVERSAL RUIN.

The opponents of compulsory military training in the British Islands base their arguments in the main on the so-called evils of conscription in Germany and the other States of Western Europe. They assert that the system takes up the best years of a young man's life, that the association of all classes in barracks has frequently a demoralising effect, levelling down instead of levelling up, that the civil element is compelled to play a subsidiary part compared to the rôle played by the military in the national life, and finally that civil liberty must be endangered by the existence of a large standing army officered by the richer classes and able by reason of its cohesion and discipline to be the dominant factor in the State should it ever be tempted to throw its weight into the political balance.

Assuming that conscription on the German model were introduced into the United Kingdom, would it injure the productivity of the nation? In Germany the reverse has happened, and General Bismarck von Schellendorf who defended the system at the Hague conference, stated the German Empire owed its industrial success to the course of compulsory training which every healthy male had to pass through and which inculcated habits of discipline, order, self-command, cleanliness, and obedience to the calls of duty in every class from the highest to the lowest. No one who has lived in Germany for any length of time can fail to be struck by the physical improvement effected by the two years' barrack training. The average German who has completed his service with the colours boasts a deep chest and a good pair of shoulders. He is, no doubt, less athletic and limber than the young Englishman who has

devoted a large portion of his time to sport and games, but the Englishman represents a leisured class, the German, the manhood of a nation. It is the average that tells in the struggle for efficiency between nations: can it be maintained that our average man is better disciplined and fitted for concerted effort than the German, more patriotic and enduring than the Japanese? Does he even equal the average product of these two empires? Again, is it true that barrack-life contaminates in more than an infinitesimal number of cases? Is it not far more likely to give the various classes that come under the drill sergeant's care a greater knowledge of, and sympathy with, one another? In Austria the army is the one unifying influence in an empire composed of a dozen different races. There Parliamentarians quarrel, German and Czech, Magyar and Croat, but the officers and soldiers of the many mixed regiments of the Austro-Hungarian army have long ago learned to live and let live. The young man who goes to the bad after his year or two in barracks would probably have gone to the bad as rapidly had he been freed from the obligation of serving the State, and for one soldier who is ruined by barrack life how many are strengthened and improved? Because a boy now and again is expelled for misconduct and comes in the end to utter grief, are we to demand the instant abolition of the public school system?

Should it be urged that universal military training will end in militarism and the rule of the sabre, the answer is simple enough. The United Kingdom is a free and constitutional country and its forces cannot be used to do the behests of an autocrat or of a class. In France the fact that the leaders of the army were at one time rather inclined to interfere in the political struggles of the nation was due to an unfortunate tradition which does not obtain in England. Napoleon III. was able to debauch a professional long-service army by buying some of its chiefs and regaling the rank and file with champagne after reviews, but his efforts would have failed to induce any conscript army to turn their arms against the State. In any case the analogy of France, which has experienced a variety of Governments and has only recently settled down to a Republican regime, cannot hold good in the case of a nation that can point to a long tradition of orderly and constitutional progress. Conscription does not obliterate and never will obliterate national characteristics, otherwise one might assume that British soldiers recruited under a compulsory system would treat Hyde Park demonstrators as the Cossacks have recently been treating Russian Liberals. Universal military training is certainly most unlikely to brutalise our people, and the man in the streets who clamours for war on every possible occasion is not likely to be very vocal when he knows that he may have to pay his debt to the State with his person. Can any of the conscript peoples of Western Europe, by any stretch of the imagination, be termed warlike at the present day?

We require numbers and organisation to win battles and to insure ourselves not only against defeat but against an indecisive war. A regular professional army is required for the defence of India and certain of our colonies, and to serve as a nucleus for a great national force in the event of a struggle. The formation of rifle clubs has been suggested as the panacea for our military ills, and publicists who take themselves seriously dream of the creation of commandoes rivalling those of the Transvaal in marksmanship and far exceeding them in numbers who are to repel potential invaders. We might produce men equal to the Boers, not only in marksmanship, but in endurance, horsemanship, and the faculty for using every inch of ground to advantage if we returned to the conditions that prevailed in the Middle Ages. The Welsh marchers and the Scotch Borderers would make terrible adversaries, if we could resuscitate the conditions that created them, but we cannot, nor would we if we could, and to-day it is folly to imagine that farm labourers and bank clerks, with a little knowledge of shooting could cause more than the minimum of annoyance to an invader or effect anything if landed on a hostile shore. No; we require an army, not a mob of men with rifles, and the only way to make our forces adequate to the tasks that may be imposed on them is to train our youth to drill, to shoot, and to march. The details are of little importance beside the main principle. We may follow the German system, we may follow the Swiss, but we must create an organisation that will render our forces capable of indefinite expansion in case of war. Otherwise we cannot intervene effectively on behalf of our allies' or of our own interests on the continents of Europe or Asia, and must sooner or later give place to worthier competitors for the first place under the sun. To rely on our allies for the defence of India, on France to guard us against continental dangers, is as undignified as it is unbusiness-like. We must first sharpen our own swords. The strong can always find an ally.

LOCAL AND GENERAL.

Union Artistique Française.

The ordinary general meeting of the above will take place to-morrow at 9 p.m.
Reunion des Familles.

The Reunion des Familles Society are giving their second ball of the season at the New Khedivial Hotel on Saturday next, commencing at 9.30 p.m.

Departure of Minerva.

H. M. S. Minerva left Alexandria this morning for Port Said, where she will relieve H. M. S. Diana, the latter going to Port Sudan.

Furniture Fire.

The damage caused by the fire which broke out in Mursi Ambar's furniture store two days ago has been estimated at L.E. 500.

Slave Trade Department.

During last month the Slave Trade Repression Department granted manumission papers to 42 persons, including two Charkas women, and 24 male and 16 female Sudanese.

Bal de Tetes.

The Comité des Fêtes have invited the officers of the Army of Occupation to the Bal de Fêtes which they are giving at Shepherd's Hotel. On the 17th inst., at 10 p.m. Officers in uniform and their wives will be admitted without invitation cards.

All Saints, Cairo.

The Bishop of New York, Dr. Potter, made an eloquent appeal to the American visitors and members of the congregation of All Saints' Church, Cairo, on Sunday last, urging them to contribute to the Restoration Fund. The Bishop has himself subscribed £10 to this object.

Fire in Cairo.

A fire broke out on Sunday in the shop belonging to Moh. Ramadan El Nimrasi at Hamzawi, Cairo. The Fire Brigade had two hours' hard work before they could extinguish the flames, which had done damage estimated at L.E. 1,500.

Imports of Coal.

The imports of coal from the 1st to the 11th inst. amounted to 26,107 tons, as against 9,544 tons during the same period last year. This year 13,601 tons came from the Welsh coalfields, 7,978 from Newcastle, 1,400 from Scotland, and 2,728 from Yorkshire, the remainder being "other qualities."

Reforms at Al Azhar.

The Grand Mufti of Egypt has drawn up a circular in regard to the formation of a commission which will study the reforms to be introduced in the curriculum of Al Azhar University. The professors and other employees connected with this University having complained of their low salaries, the Khedive promised to ameliorate them on condition that reforms were introduced.

St. Mark's, Alexandria.

At the annual general meeting of the voters of St. Mark's Church, held at H.B.M.'s Consulate yesterday, Mr. E. B. Gould, I.S.O., in the chair, the officers for 1905 were re-elected, viz.: trustees, Rear Admiral Sir Massie Blomfield, K.C.M.G., and Mr. E.W.P. Foster, C.M.G.; hon. treasurer, Mr. H. P. Kingsham. The accounts showed a balance in hand of F.T. 9,648.7.

New Khedivial Hotel.

A large number of passengers arrived yesterday at the New Khedivial Hotel from the German and Austrian Lloyd steamers. Amongst the arrivals were Mrs. and Miss I. Gold-Schmidt and suite, M. and Mme E. Mirachi, Mme Ivaridie, Mr. I. van Oord, Mme M. E. Cattani, M. and Mme A. Bonza, Mr. and Miss Hoth, Mr. and Miss Viret, Mr. Herbert Guttmann, and a number of other visitors who took up all the rooms that the hotel could dispose of.

NILE TOURISTS.

The following passengers left for Upper Egypt by the train de luxe yesterday: Mr. Zottlinger, Mr. Greenleaf, Mr. H. L. Lithgen, Dr. Richard Gluck, Mr. and Mrs. Greenberg, Mr. and Mrs. De Parker, Lieut. P. Remigio, Mrs. Colle Colloom, Mr. Browder Smith, Mr. and Mrs. Deiber, Mr. and Mrs. Goussard, Cte. Bracci and Cte. Lacerman, Mr. A. Pavid, Mr. Daney, Capt. and Mrs. Hennecker, Mr. Corville, Mr. Flaudigo, Mr. Laker, Mr. Lucas, Mr. Duke, Mr. Piranti, two Misses Allen.

The following passengers left for the Nile trip by the Cleopatra yesterday: M. and Mrs. Berend, Sir Thomas and Lady Acland, Miss C. Hart Davis, Miss E. M. Morris, Mrs. E. E. Caswell, Miss P. Bertin, Mr. and Mrs. Dunsterville, Miss Jean Macfarlan Scott, Lord and Lady Trevor, Viscount and Viscountess de Siney, Mr. and Mrs. Charles S. Lester, Mr. and Mrs. Hodson, Mr. and Mrs. Bertrand, Miss A. H. Nile, Miss E. H. Nile, Miss S. F. Nile.

The following are the passengers by the P.S. Prince Abbas, which left Shellal yesterday: Mr. and Mrs. J. J. Mercier, Mr. and Mrs. Aloys de Molin, Miss Ashton Johnston, Miss Blanche Fawcett, Mr. and Mrs. William Brooks, Miss Brooke, Miss Ward Jackson, Hon. Mrs. Hope Sandilands, Mr. Bruce Sandilands, Dr. Kuyper, Mr. Spieckberg, Admiral and Miss Dale, Mr. F. W. Belt, Mr. Strong, Mr. Limbich T. Hodgson, Mrs. Elizabeth Cookson, Mr. Leonard Cookson, Mrs. Campbell, Miss Mulligan, Miss Jeanne Du Four, Dowager Lady Chetwode, Miss A. Hibbert.

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GOVERNMENT'S CLEAN SWEEP.

INDEPENDENT OF IRISH VOTE.

(Gazette's Special Service.)

London, Tuesday, Jan. 16.

The fact that the Government is making a clean sweep, thus ensuring for them an overwhelming majority at the polls, is not only welcoming them independent of the Irish vote but also subject to the support of large numbers of the supporters of the former Government. The general opinion as to the upshot of the elections is satisfactory, for the new Government will receive no special mandate from the people unless it be a negative one and dictated by a desire for economy.

DEATH OF MR. HASKEET SMITH.

(Gazette's Special Service.)

London, Tuesday, Jan. 16.

The death of Mr. Haskeet Smith, who visited Palestine no less than twenty times, is greatly regretted.

MR. CHEKRI GHANEM ENTERTAINED.

On Sunday evening, between 5 and 6 p.m., the Syrian colony of Cairo offered a tea in the salons of the Continental Hotel in honour of their distinguished countryman Mr. Chekri Ghanem, the author of *Antar*. Most of the prominent Syrian notables and many of their native and foreign friends availed themselves of this opportunity to show their appreciation of Mr. Chekri Ghanem's work, which obtained such a well-deserved success this season at the Khedivial Opera House. The members of the fair sex, we regret to say, were on this occasion in the minority, but made up by their beauty and elegance for what they lacked in numbers. Amongst the present we noted:

H.E. Fakhr Pachr, M. de la Roulinière, M. Prunieres, Chakour Pachr, Boghos Pachr, Nubar, Artin Pachr, M. Barois, M. Cossery, M. Fares Nimr, Mr. Yakub Sarrof, Mme Tacha Pachr, Mme Shakour Pachr, Mr. Pierre Mesaiaca, Mr. Anton Mesaiaca, Mme J. Ro4, Mme Zoucouf, Mustapha Pachr Kamel, Mr. Derojja, Mr. and Mme Eid, Mme A. Lakh, Dr. and Mme Ed. Schmeil, Mr. and Mme Marius Schmeil, Mlle Schmeil, Mlle Louise Boulad, Dr. and Mme Habib Ghanem, Mr. and Mme David Ammoun, Arakel Bay Nubar, Mr. Ozio, Auguste Bey Adil, Comanos Pachr, Ahmad Pachr Yehia, Omar Bay Sultan, Count de Zoghbe, Abdullah Bey Sier, Count de Serionne, M.M. Felix and Raphael Soares, Sakakini Pachr, Dr. Walter Innes Bey, Countess Olga de Lebedff, Me Privat, Dr. and Mme V. ronoff, M. and Mme Creneville, Dr. Mendelson, M.A. Komeid, M. A. Cattani, M. and Mme Adda, M. and Mme de Vries.

It would take us too long to reproduce the speeches of the many brilliant speakers; most of them used the French language with such extraordinary fluency, that before long we ceased to be astonished at the fact of a work like *Antar* having been written by an Oriental: well may they call French "notre seconde langue maternelle." We wish to quote one phrase only of the opening speech pronounced by the president of the committee, J. Chakour Pachr, expressing a true spirit of fraternity between the different races who own Egypt as their country. His Excellency said: "Not only has *Antar* aroused the enthusiasm of its admirers by its beautiful 'ver-és, but more than that, the poet's generous inspirations, his profound sympathy with the destiny of the Arabian nations, and his warm appreciation of the chivalrous 'qualities of his Arab brethren have moved 'the hearts of all true Egyptians.'"

The loud and prolonged applause which greeted those words showed that the president had echoed the feelings of the meeting, feelings which we cannot but approve and encourage.

THE EGYPTIAN QUESTION.

A very noticeable feature of the native Press of late has been the extraordinary prominence given to the Egyptian Question, which for some time past has been allowed to slumber. The vernacular Moslem newspapers appear to have suddenly revived the question with a new and zealous enthusiasm. The Anglo-French Agreement had considerably damped the ardour of the opponents of the British Occupation, and this sudden revival of the question may possibly be due to two causes, viz., the recent moral victory of the Sultan over the Powers on the Macedonian Question, and the advent of a new Liberal Government in England. It is also noticeable what a large share of attention the recently published book, entitled, "The Emancipation of Egypt," has obtained in the Native Press. This interesting work, which was reviewed at length in our columns, has been translated into French. In a recent issue of "Al Zahir" that paper remarks that in consequence of the publicity it has given to this book, it has received many enquiries from its readers as to where it is to be obtained. It is stated that the book has attracted considerable attention on the continent and the German supposition is, on prima facie evidence, that it was written by one of the principal European diplomats.

THE GRAND CADI.

CONFLICT WITH MINISTRY.

WORK AT MEKHEMEH SUSPENDED.

A serious difference has recently arisen between the Ministry of Justice and the Mekhemeh Sharieh, in regard to the alterations which have been introduced by the former in the Mekhemeh during Sheikh Yehia's absence. The Grand Cadi more particularly objects to the transfer of his private secretary, Mohamed Eff. El Abassiri, to the Mekhemeh Court of Tenta.

Sheikh Yehia considers that he alone should have power to deal with his secretary, while the Ministry, on the other hand, considers that he comes within the scope of affairs of Administration. The Grand Cadi has asked that his private secretary be reinstated in his service, and the Ministry has replied that he may select some other secretary from among either the Ministry or the Mekhemeh employees; but the Grand Cadi refuses to do so.

Sheikh Yehia also says that Sheikh Mohamed Bekhit should return to the membership of the Mekhemeh as he does not approve of the appointment of one of the present members. Consequently, the Grand Cadi has ordered the administrative work of the Mekhemeh to be suspended for the time being, and did not himself attend the Mekhemeh yesterday.

THE KHEDEVE.

H.H. the Khedive left Cairo yesterday for his estates at Ismailia, and will return to Kooubeh Palace this evening. His Highness will come in to Abdeen Palace on Thursday.

DEATH OF PRINCESS.

Owing to the death of the Princess Mahmoud Pacha Hamdi, which took place on Saturday night, the dinner at Abdeen Palace on Thursday next in honour of Prince Charles of Sweden will not take place. The funeral of the deceased princess took place on Sunday and was of an imposing character. The Princess of the Khedivial family, the Ministers, and the ulema were present, and the Khedive was represented by H.E. Ahmed Pacha Zeki.

FINANCIAL ADVISER'S REPORT.

Dr. J. K. Gabriel (Payoum) writes:—Those gentlemen who contradict the Financial Adviser's statements seem to me to know "very little about the country, especially as regards the lands and the fellah, I am living amongst the fellahs and have practical knowledge of the peasantry and their life and lands. I agree with the Financial Adviser that the present price of land is not permanent. In 1900 you could have bought one feddan here for £1, now you cannot have it for £40, so rapidly has the value gone up, and it must come down with equal rapidity and so all the shares of the banks, which depend on the fellah, will fall as well. It is true the Egyptian peasant does not know of anything else to do and has no other desire but to buy and own land, but unfortunately very few fellahs know how to save money. When he has any surplus cash he either takes unto himself a new wife or goes for a trip to Mecca. So those people who speculate with lands and hope to sell it in the future for a high price to the fellah are, I believe, making a miscalculation.

SHEPHEARD'S.

The popularity of Shepherd's Hotel this season has probably never been equalled. The famous hostelry has been crowded for the past month, and the orders for rooms in hand preface a brilliant and record season. Last night's small dance at Shepherd's was a great success. The restaurant at dinner time was full, as also was the grill-room, and amongst many others whom we saw were the following: Count and Countess E. de Sala, Princess Cantanzone, Ritter von Gutmannstall, Baroness Valli, Barones Uray and party, Count Mazani, Count Pickler-Limpurg, Mr. and Mrs. von Stepaki, Count Arnim, Baron de Neufville, Count Blamack-Bohlen, Mrs. Gerstle, Mr. and Miss Lilienthal and the Misses Loopynt, General Chas. Fitzhugh, Mr. and Mme Marcel Monnier, Comte de Bocarmé, Lady Jane Price and friends, Mrs. von Heydweiler, Mrs. von Obermayer and Miss von Kwassay, Dr. Ruffer, and some friends, Comte G. d'Etchegoyen, Regierungsrat Dr. Buff, Baron and Baroness Metaxa and a party of 8, Mrs. Rogers and a party of 5, Comte and Comtesse de Périgny, Dr. and Mrs. Kehren.

Shepherd's great annual ball with cotillon is to take place on Monday, 29th inst. Invitations have already been issued.

ASSOUAN.

(FROM OUR CORRESPONDENT.)

ASSOUAN, Sunday.

We have our usual summer-like winter, the hotels are fairly full and the boats and trains are constantly adding visitors who desire to make a lengthened stay or tourists who make this "end of the journey." The golf club boat sailing, donkey races, and trips to the great Dam give plenty to do.

On the 12th inst. there was a small dance at the Savoy Hotel. The great white dining hall was used for the dancers. A splendidly served and provided buffet was most beautifully decorated with masses of roses, and "fair women and gallant men" danced to the music of a delightful orchestra.

THE PRICE OF MEAT.

WHY IS IT SO DEAR?

COLD STORAGE TO THE RESCUE.

It is very strange that Alexandria and Ramleh have not yet received any attention from any cold storage concern. This city and its suburbs would afford a far more profitable locality than Cairo, which, after all, is only a winter resort, while Alexandria and its suburbs are full all the year round and are in fact becoming more and more the summer resort for Cairenes and provincials, who do not go to Europe in the hot season.

The need for cold storage here is especially obvious at the present time owing to the proceedings of the Meat Trust, which now absolutely controls the price of meat here. The price of prime beef at the Alexandria slaughterhouse is P.T. 6 per oka. The medium quality of meat is sold there at P.T. 5 per oka. But in town the minimum price for first class meat is from P.T. 9 to P.T. 10 per oka, medium price, while the medium quality is disposed of at an identical rate. The third quality of meat is sold at from P.T. 3 to P.T. 4 per oka at the slaughterhouse, and is retailed in town at from P.T. 5 to P.T. 8 the oka. The butchers are making immense profits and have formed a kind of trust to keep up the price.

As we recently pointed out, the price of meat ought to have considerably decreased here as the Quarantine Board does not allow any cattle arriving here from Asia Minor and Syria to be sent inland and to Cairo. All the cattle are killed here and a great reduction in price should have ensued, but the butchers have seen their opportunity and have combined to keep up the rates for retailing.

In regard to the above remarks, we understand the state of things at Cairo is very little better than that now prevailing at Alexandria. The butchers in the Capital form a very close ring and do their best to keep up prices and boycott frozen meat. The only source from which this commodity is procurable is from the Nile Cold Storage Company, the only other similar concern having still refrained from embarking in retail enterprise. The Army of Occupation at Alexandria has indeed for the last fortnight been supplied with frozen meat and the results have been so far quite satisfactory. But it remains to be seen whether this first step will lead to the permanent establishment in Alexandria of a cold storage depot, where meat can be obtained at fair prices. Of course it must be remembered that frozen meat can never be imported here at as low a rate as Syrian meat, but even taking that into consideration cold storage meat could be retailed at a much lower rate than the inferior stuff retailed here from Syria.

KHEDIVIAL OPERA HOUSE.

On Saturday night we had *Fedora* again. Signora Bellincioni was good, the rest fair, and the orchestra highly satisfactory. Sig. Folies confirmed the favourable opinion expressed after Thursday's performance, but taking it all in all we cannot quite understand why *Fedora* was given first and indeed why it is given at all. It is not a bad opera, and a company with a large repertoire playing for four or five months together might be excused for giving it. But the Cairo opera season is so short and the repertoire of the opera company so restricted that the public has a right to ask for the best operas and nothing but the best.

YACHTING.

Mr. William Marshall, owner of the auxiliary schooner yacht *Atlantic*, sailed from New York on January 6, and will join his yacht at Nice the latter part of February.

If the weather is favourable early in March he will begin his Mediterranean cruise and proceed as far as Alexandria. Should the weather not be pleasant at that time he will take short trips with the *Atlantic* and await cruising conditions.

Mr. Marshall will return by way of the African coast, stopping at many of the smaller places. He has secured as pilot for his Mediterranean trip, Captain McCullum, who was in the employ of the late Baron Krupp.

Friends from New York will be the guests of Mr. Marshall on the yacht during the cruise, and the intention now is to return to New York with the *Atlantic* early in May.

BRITISH STEAMER WRECKED.

A despatch from Bizerta reports that the British steamer *Rowtor* (Captain Savis), bound from Cardiff to Port Said with coal, has been wrecked on the reef off the Fratelli Islands. The crew were saved. The position of the steamer is critical.

S.S. ASSOUAN.

The Khedivial Steamship Company's Assouan, which arrived at Port Said yesterday and left Suex to-day with 700 Turkish pilgrims for Jeddah, is reported to have been damaged by striking a rock on Nisi Island, Marmara. The Assouan is one of the larger boats in the Khedivial fleet.

STEAMER MOVEMENTS.

The S. S. Scottish Prince, from Manchester, with passengers and general cargo, left Malta on Monday, and is due to arrive at Alexandria on Friday.

EGYPTIAN MINING.

CONCESSIONS CANCELLED.

MR. GEORGE OGILVY HAIG'S LEASES.

Mr. George Ogilvy Haig died on the 4th inst. and on the 9th inst. the Government cancelled all his concessions, including forty mining leases.

The Minister of Finance, in an order just issued, says that, "taking into consideration the letter of the Inspector General of Mines dated the 3rd day of January, 1906, from which it appears that Mr. George Ogilvy Haig has made no attempt to carry on continuous and business-like operations under any of the concessions granted by the said forty leases respectively and has wholly suspended operations on each of the said concessions for a period exceeding six calendar months and has altogether failed to pay the rent which became due under each of the said leases on the first day of July last," orders that, "the concessions included respectively in the forty leases in identical form granted to George Ogilvy Haig on the 1st day of March 1905 are hereby cancelled without prejudice to any claim against the lessee which may already have accrued to the Government under the said leases or any of them."

EGYPTIAN MINES EXPLORATION.

Mr. C. J. Alford has furnished the following summary of the month's operations:

ATALLAH MINE.—(Central Egypt Co.) Decr. 28th.—Main Shaft 151 feet, timbered to 140.—Main Winge down 22 feet, vein 34 inches wide, 15.6 dwts gold per ton.

SEMMA MINE.—(Fatira Company) Decr. 27th.—No. 1 Shaft Main Level East, 118 feet, vein over seven feet wide, 3 dwts gold per ton. No. 2 Shaft Crosscut to vein at 150 feet (Main Level) struck vein at 24 feet, more than 24 inches wide with 10 dwts gold per ton. No. 3 Shaft Main Level East, 47 feet, vein 9 inches with 2.4 dwts gold per ton. B vein crosscut 91 feet, granite.

ERIDIA MINE.—(Eridia Comp.) Decr. 23rd.—No. 1 Shaft 50 ft Level S. 119 feet, vein 18 inches wide with 14.2 dwts gold per ton. 150 ft Level crosscut struck vein at 37 ft from Shaft, vein 8 inches wide 11.7 dwts gold per ton.—150 ft Level S. 4 feet, vein 8 inches, gold 13.6 dwts per ton.

NILE VALLEY.—A cable from Allaghi dated January 7 gives the results of the December crushing, as follows:—"The 5-stamp battery crushed 520 tons of 2,000 lbs for a yield of 379 ozs, valued at £1,864, being at the rate of 14.57 dwts. The total development work during the month was 130 ft." (Office note.—The mill was stopped for five or six days during the month to allow of the connecting up of the second five head of stamps which have been running since the 26th December.)

UM RUS MINES.—The November gold has been sold for £1,396. The mill ran 22 days.

NEW SUDAN PROVINCE.

We understand that all that part of the Upper Nile province which lies south of latitude 7°30' will henceforward form a separate province, which is to be known as the Montalla province.

NEW CAIRO BOURSE.

Negotiations are still proceeding between the interested parties with regard to the construction of a new Bourse at Cairo. M. R. Suarès has written to the Financial Adviser on the subject and Sir Vincent Corbett has agreed in principle to the creation of a Khedivial Bourse in the capital regulated by the Government. On the other hand the discussion as to where the new Bourse is to be constructed has not yet been settled and the Brokers' Association has shown no desire to agree to the proposals made by M. R. Suarès and his supporters, claiming—in our opinion with justice—that they should have been consulted in the matter before any course of action was agreed upon.

UNIVERSAL PENNY POST.

Mr. Henniker Heaton, M.P., arrived in England last week after his tour abroad, and in an interview he stated that at every place he visited in Australasia and in America his idea of a universal penny post was very favourably received. He looked forward to its inauguration at no distant date. On his outward trip his fellow-passengers all signed a petition in favour of penny postage, and it was presented at Egypt, which he was glad to say, had now adopted penny postage. Two other countries had agreed to accept, but for the present he would not mention their names until he had brought the matter before the Postmaster-General and the necessary arrangements had been completed.

"I found the Hon. John Wanamaker, ex-Postmaster-General of the United States," proceeded Mr. Heaton, "favourably inclined to penny postage, and likely to do all that he can to bring it about. Mr. Wanamaker is a very close friend of President Roosevelt, and with such influence at work I am very hopeful that penny postage will before very long be adopted by America. At the next Postal Union Congress, in Rome, a resolution in favour of it will be moved by Sir J. G. Ward, Postmaster-General of New Zealand."

LASSAVE'S.

NEW PHOTOGRAPHIC STUDIO.

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PERSONAL AND SOCIAL.

There is said to be a project of marriage (according to "Truth") between Prince George of Brunswick-Lüneburg, elder son of the Duke and Duchess of Cumberland, and Princess Beatrice of Saxe-Coburg-Gotha youngest and only unmarried daughter of the Grand Duchess Marie and the late Duke Alfred. Prince George is passing the winter in Upper Egypt for the benefit of his health.

H.E. the Governor of Alexandria left this morning for Cairo and will return to-morrow afternoon.

The Financial Adviser, accompanied by his sister, Lady de Halpert, left Cairo for Wady Halfa on Monday evening. Sir Vincent Corbett will accompany Lord Cromer to Port Sudan for the inauguration of the Nile-Red Sea Railway.

The duties of the Financial Adviser will devolve on Mr. Mitchell Innes for the time being.

The Khedive has conferred the decoration of officer (4th class) of the Medjidiah on Lieutenant Hans von Mohl, of the German Imperial Navy, son of the German member of the Public Debt Commission at Cairo.

H.H. the Khedive has conferred the 4th class of the Omaniash on El Kaimakam H. G. F. Stallard Bey, Medical Corps, who has retired from the Egyptian Army.

The Right Rev. Henry C. Potter, Bishop of New York, and Mrs. Potter are back at the Savoy from their trip up the Nile. The distinguished party intend to make a stay of some time in the Capital.

A very pleasant evening "at home" was given by Hassan Bey Rashed and Mme Rashed at their Kasr-el-Aini villa on Sunday. The musical and dramatic entertainment provided greatly delighted the guests. *Warda*, a very pretty little one-act comedy in verse, was admirably played by its author, M. Chekri Ghanem, and Mme Donsioeb, Mme Bonacoi Carlesimo, who will, we hope, give us a second concert, was in her best form, and we must not forget to praise Mlle Lantini's delightful voice. Dancing followed and lasted till the small hours.

Saturday's small dance at the Savoy was attended with the usual success, all the habitués of the Savoy being there in full force. The restaurants were quite full up, both for dinner and supper. Sir Charles Scooter, Col. and Mrs. Patterson Bey, Judge Charles Boyle, Tueni Bey, Mr. Day, Mr. and Mrs. Whitaker, Major and Mrs. Hanbury Tracey, Col. Watson, Mr. Reid, and many others were giving large dinner parties.

Sir Charles Scooter entertained Capt. and Mrs. Lyons and Sir Vincent Corbett at dinner at the Savoy Restaurant on Sunday evening.

Major the Hon. Hanbury Tracey and Lady Tracey had Lord Cecil Pachr as guest at dinner at the Savoy Restaurant yesterday evening.

Mr. Gutman, general manager of the Orient Bank, entertained Mr. and Mrs. Heller and Mme. Aglion at dinner yesterday evening at the Savoy Restaurant.

The guests of Tueni Bey included H. H. Prince Djemil Toussoun Pachr and Izet Pachr.

The S.S. Hohenzollern, of the Norddeutscher Lloyd Company, reached Alexandria yesterday after a smooth passage, bringing with her 104 passengers, besides servants. Many of the passengers are former visitors to Egypt, and among them we note the names of M. Naville, who after a few days in Cairo will proceed at once to Luxor to complete this season the excavations at Deir el Bahari for the Egyptian Exploration Fund, and Dr. Sandwith.

Sheikh Ahmed Mohamed Dareviche, ulema at the University of Al Azhar, has been appointed Cadi of El Arsch.

Mr. J. F. G. Hopkins has been appointed an inspector in the Ministry of the Interior, at a yearly salary of L.E. 480.

A marriage has been arranged, and will shortly take place, between Mr. Horace O'Donnell, of the Quarantine Board, and Miss Farida Hodeir, youngest daughter of Mr. Peter Hodeir, of Beyrout and Alexandria.

Colonel Francis William Rhodes, C.B., D.S.O., of Dalham Hall, Suffolk, and Stratton Street, Piccadilly, who died at Cape town on September 21, left an estate of the value of £116,993 13s. 4d., of which £102,139 2s. 10d. is net personality.

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SOME MORE EXTRACTS.

Mr. A. B. de Guerville, who, by the way, arrived at Alexandria yesterday by the North German Lloyd steamer, went into every section of society in Egypt and naturally came into contact with some of the members of the Khedivial Family, and some very interesting interviews are given. Prince Mohamed Aly Pacha was among the Princes whom our author met, and his Highness expressed himself in the following outspoken fashion on the way Anglo-Egyptians neglect the adage that "Manners maketh the Man."

"Prince," I said, "you do not seem to be particularly fond of the English?" "Well," he replied, "I can like them in their own homes, but not here. When I was in England I met many charming people, who treated me with perfect courtesy. It made me ask myself continually, can these people, with such charming manners and so well bred, be the same brutes as we have in Egypt? Why are they so perfect at home and so ill-mannered with us? And, take my word for it, they are making a great mistake. It is because of their bad manners that they are not liked. A little more consideration and politeness towards us Egyptians would gain for them many friendships and much devotion, but what we cannot stand is their boorishness, their lack of talk, and their coarseness."

We believe that these remarks of the Prince are not altogether beside the point. The Egyptian standpoint to the English often resembles that of the young Harrovian towards the late Dr. Temple: "He is a beast, but a just beast."

Princess Nazli's Opinions.

In a talk with Princess Nazli Hanem our author asks:

"Then, Princess, it is clear that the Egyptians are not yet fit to govern themselves?" To which her Highness replied:

"Govern ourselves? But, my dear sir, we are children still, babes in b'by, unable to stand. No, no, we cannot be left alone. Here Cromer does everything. Without him we should have to return to the guardianship of the Powers. Cromer is a great man, and Egypt owes him everything, but in the last two years he has become too lenient, too kind. I should like to see him smother all these speculators to-day who are the plague of Egypt. In all the capitals of Europe there is a huge building on which is written Stock Exchange. Here the whole country is one vast Stock Exchange, which saps its civilisation at the roots."

Female Tourists' Ugliness.

Of the ugliness of the female tourist on the Nile steamers our author says:—

"Alas! there is nothing on board to admire, and we have come to the conclusion that nine-tenths of the ladies who travel are ugly. It is really remarkable the number of plain-looking women in the world. I know that all men are not beautiful, but who minds that?"

The Need of a Maid.

On his trip up the Nile he consoles himself in listening to the lamentations of a lady on board who is complaining of the want of a maid. "And it is terrible for me," she said, "because all my dresses button, hook or lace down the back. I can't do it myself so of course I've got to call the Arab, and his cold clammy finger wanders continually all over my back, and gives me the most horrible feelings!" Poor lady, I know these Arabs by reputation and I can understand.

A Word of Warning.

The author indulges in some reflections on the unwise familiarity which often ensues in the tourist season between tourists and natives, suggested by this scene at Abou Simbel:—

In the evening the crew don large overcoats with hoods, giving them the appearance of monks. Naturally they are Arabs, and we have on board certain elderly females... and yet, when I think of it not so very elderly, who conduct themselves with them in a very extraordinary fashion. Yesterday evening two of them, each with an Arab for company, left the boat, and in the moonlight set off to explore... the unknown. From the deck we watched them disappear. If the white woman who conducted themselves thus with the Arabs would think for a moment of the harm which they are doing to the work of civilisation throughout Egypt they might perhaps hesitate. They do not seem to realise that the native, convinced that all foreign women act in the same manner as these fools, despises them profoundly, saying to himself, "If that is the result of a Christian education, of their Western civilisation, of the emancipation of women—no thanks! better he as we are, and keep our women safely shut up in the harem."

A Flippant Passage.

Sometimes Mr. de Guerville is rather too flippant, as the following passage shows: "I am certain that that is just as it was in the time of our Saviour." This exclamation, uttered a few paces off, came from an elderly American lady, very bigoted, who since we started, had been diligently studying Egypt as described in the Bible. Suddenly her eyes fell on my pyjamas, when she gave me one look, shocked and angry, which I

am sure our Lord would not have approved of, but which, making me realise the somewhat scanty nature of my attire, drove me to seek the friendly shelter of my cabin.

"An hour later we passed a large dahabieh, stranded on a sandbank. The whole of the crew, completely naked, were directing all their efforts to refloat her, whilst my American friend put on his glasses to get a better view. The doctor of the Rameses turned to me laughing and said, "My dear fellow, your sin this morning was appearing in pyjamas; if you had had nothing on, she would probably have honoured you with a second look through her glasses."

On Chemists.

He is hard on chemists:—

Among the shopkeepers, the palm undoubtedly must go to the chemists. Their name is legion, and they grow fat in robbing a patient public with a most charming grace. Their cynicism surpasses belief, and their business in life may be summed up as stealing always and poisoning often.

This criticism is rather severe and we are glad to be able to state that there are exceptions.

A Notable Criticism.

One of the most valuable portions of "New Egypt" are the two notes by the late Grand Mufti of Egypt, Sheikh Mohamed Abdou, on public instruction and administration and justice. These notes are the deliberate statements of one of the most respected of modern Egyptians, whose death was regretted by all classes. We publish the second of the Grand Mufti's notes, on administration and justice. It contains a good deal of sound criticism, as every Anglo-Egyptian official will acknowledge:

"The Egyptian Administration has no need of great reforms in its organisation. Nevertheless it leaves much to be desired. Its principal fault lies in the unsatisfactory choice of its officials. As a rule one thing alone is exacted in a candidate, and that is that he should possess a nature entirely passive. A man in the smallest degree independent will not be admitted, or if by mistake he should be, he will not remain long. Why is it so? Simply because the English mistrust too much, and without reason, men of independent thought. They find officials ready to do all that is asked of them, and even more if by doing so they can gain favour with their superiors, and they seem to be satisfied with this condition of things. Unfortunately, the result is that those in charge of our affairs are seldom well informed of the men and affairs of the Administration. The Egyptian officials dare not tell him the truth, they take no initiative, approve all that is wanted, and never oppose any measure. One example from a thousand: An Egyptian Moudir in a province is assisted by an English inspector. Normally the Moudir should administer, and the inspector control his work. But it is not so. The Moudir takes no responsibility, he submits everything, however insignificant, to the Inspector and awaits his orders, which he is ready to carry out. The more he effaces himself, the more he does, so he believes, to please his inspector. If the latter should commit an error, he will allow it to pass rather than offer an observation which might be badly received. And so it is all over. It is notorious that the English will not put up with an Egyptian official unless he is willing to play the part of dummy. The country is in this way deprived of the services of those of its children who have an opinion on their real needs, and who have the courage to express that opinion. In the Department of Justice the same fault exists, with the aggravating circumstance that with an Egyptian Judge of a passive disposition easily influenced by his English colleague, the danger may arise that he will not give an opinion according to his conscience. This danger is very great, and the evil a very serious one."

"Another danger is the ease with which the law of the country is made. Each Englishman constitutes himself a legislator, and attempts to modify the law as it suits him. He submits his work to the ministerial council, which, as every one knows, is an assembly of mutes, who sign whatever is put before them. The only control exercised is by the Legislative Council. But this assembly has only a consultative power, and the members of it who are up to their work are very few.

"What is required is a kind of State Council, before which would come all proposals in regard to the law. There they would receive serious consideration. The good would pass, the bad would be rejected."

The extracts we have made will give the reader some idea of this entertaining book and we hope that Mr. de Guerville will take the opportunity of his present visit to Egypt to find materials for another work on modern Egypt, for there is still plenty of subject matter for his sprightly pen.

Not alone here, but in the country east of Jordan, and even down in stony Arabia, a visit to which formerly was coupled with stupendous trials and difficulties, the Hamburg American Line has extended its ramifications and these lands can, under their auspices, be visited without any exertion and with moderate outlay.

The magnificent ruins at Jerash, Amman and Petra, ruins of which only rare accounts were brought to light by hardy travellers are now within the reach of every tourist.

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THE OPENING UP OF THE HOLY LAND.

The interior of Palestine and Syria, which until recently could only be visited under great difficulties and with serious sacrifice of time and money, has at last, thanks to the efforts of the Hamburg American Line, been made accessible to the travelling public. A considerable improvement in the means of transport in Palestine and Syria has been noticeable since the trip of the German Emperor to Jerusalem in 1898, and the continued interest he still shows in their advance has induced the Turkish authorities to remove some of the more objectionable inconveniences and to urge forward the construction of the railways that had been so long projected. The great Mecca Railway, stretching from Damascus to the edge of the Arabian desert, became a real fact; and a connecting length starting at Haifa, crossing over Galilee and along the southern end of the Lake of Gennesaret, links together the fruitful district of the Haaran with the coast. In Syria, the Aleppo Railway forms a connection between Baalbek and the line running from Beyrout to Damascus; in addition to this, many of the roads that were in a terrible condition or practically non-existent have been thrown a little into shape.

A few months ago an overland tour into the interior of Palestine, such as from Jerusalem via Nazareth and Tiberias to Damascus, was one of great difficulty, danger and expense. To carry out a trip of this nature necessitated fitting up an expedition, the equipment and execution of which had to be entirely in the hands of a dragoon, who, by imposing upon the tourists, robbed the journey to the Holy Land of all its pleasure. But the worst of all was that, apart from the houses of the inhabitants, which, in reality, team with vermin, not a house was to be found on the whole three days journey from Jerusalem to Nazareth and travellers were forced to bring with them, not only cooking apparatus and provisions, but also tents, the inconveniences of which were, on the whole, decidedly unpleasant.

But oh! how beautiful is just this part of Palestine. What delightful scenes, what effortful pictures, and what precious remembrances the journey via Bethel and Jacob's Well to Nablus and then through Samaria, the beautiful fields of the Plain of Jezreel, and Nazareth has in store for us. How many tourists to the Holy Land have been deeply aggrieved, however, that their health or their purse strings have compelled them to abandon a visit to this little-known but highly charming and historical district, and forced them to make their pilgrimage along the over-run routes to Jerusalem, Jericho, Damascus or Baalbek!

My first visit to Palestine included only these latter. How great was my surprise however, when, on my second trip, in which I took in Galilee, I was able to compare the fertile fields of the Plain of Jezreel with its delightful holm-oak forests; the incomparable harmonious scenery of the Lake of Gennesaret with the barren, mountainous deserts of Judea.

Whoever wishes to get a deep and lasting impression of the Holy Land must not confine himself to the visit of such places as the ordinary tourist hawks to in thousands, but rather plunge into the little known interior. Now that this has been made so easy, every friend of Palestine will certainly feel inwardly thankful to those men who, through unwearying efforts, have succeeded in removing the difficulties and opened up the interior of the land.

As mentioned above, the chief impediment to a tour from Jerusalem to Nazareth lay in the complete lack of accommodation. In order to remedy this, the tourist office of the Hamburg American Line has erected hotels at Nablus and Jenin fitted up in the most modern improved manner and conducted by German managers, hotels where 30 to 40 persons can find sure and comfortable accommodation at moderate charges. The German hotels in Nazareth and Tiberias have, on the advice and with the help of the Line, been modernised and enlarged; now, whoever desires to make the overland tour need only call at any office of the Tourist Department of the Line, and without any preparations whatever, he or she will be conducted in the cheapest and most comfortable manner.

The journey from Jerusalem to Damascus can be made in six days, and this too without the trouble of looking after dragoons, servants and tents, without danger of life or health and above all, for the comparatively small charge of £2.10.0 per day, which is reduced by about one half where several persons club together.

On the longest journeys little riding is necessary, the greater part being covered by carriage. On the Lake of Gennesaret the Hamburg American Line has its own little steamer, and from Semak on the southern end of the Lake, the Railway will be used for the journey to Damascus.

Not alone here, but in the country east of Jordan, and even down in stony Arabia, a visit to which formerly was coupled with stupendous trials and difficulties, the Hamburg American Line has extended its ramifications and these lands can, under their auspices, be visited without any exertion and with moderate outlay.

The magnificent ruins at Jerash, Amman and Petra, ruins of which only rare accounts were brought to light by hardy travellers are now within the reach of every tourist.

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All such advertisements must be prepaid, and to this rule no exception whatever will be made. Letters in reply to advertisements will be posted to any address if a few stamps are sent by the advertiser to cover postage.

AGARD'S INTERNATIONAL INDUSTRIES AND TRADE MARKS REGISTER.

A useful business directory containing addresses of all important business firms of Great Britain, the Continent, and Egypt. Covering all over Europe and America. Price—One pound Sterling. Post Free.

AGARD'S INTERNATIONAL HOTEL GUIDE sent free to all first class Hotels throughout Europe, America, the Colonies and Egypt. The best reference book for travellers.

ADVERTISER, having several good English agencies, wishes to join established firm of Commission Agents as partner. Knows several languages, and willing render himself considerably useful. Address, No. 27117 "Egyptian Gazette" offices. 27117-3-3

AN ENGLISHMAN (35) desires situation as Engineer (civil). 15 years' experience in Egypt. Reply, "A B C", Post Office, Cairo. 27140-3-1

BLICK TYPEWRITERS, No. 5 29, No. 7

£11. W.T. Emmens, 99 Rue Attarine, Alexandria, Address, Post Office Box 35. 30-9-905a

BORMAN & CO.—Grand Sale from Monday, 15th January, of surplus winter stock of Singlets, Drawers, Flannels, Flannelles, Children's Hats and Bonnets, and Woollen Goods, Blankets, and Shawls. Great reductions, as must be sold to make room for new summer goods. 2712-6-3

COMPANIES, FIRMS, Capitalists, and Banks, who wish to invest money on land loans, buy lands in the Fayoum, or search for minerals or antiquities, may obtain accurate information from Dr. J. K. Gabriel, Fayoum (sixteen years' experience of the province and the desert around). 26818-40-36

COMPETENT SHORTHAND WRITER seeks employment. Apply, "X. Y.", "Egyptian Gazette" offices. 27108-6-4

DAME ET MARI ANGLAIS désire une chambre meubée dans famille respectable, prix modérés, quartier central. S'adresser No. 27126 "Egyptian Gazette". 27126-3-2

EXPERIENCED ACCOUNTANT (26), thorough knowledge English, French, Italian, speaking Arabic, seeks employment. Best references. Apply, No. 27127 "Egyptian Gazette" offices. 27127-3-2

ENGLISH MECHANICAL ENGINEER, now in Government Service, wishes to hear of an opening in a private firm, where there is hope of advancement. State particulars to "M. B.", "Egyptian Gazette" offices. 27032-24-12

ENGLISH FAMILY in Alexandria requires a good English Nurse for child aged five. Apply, stating terms, No. 27101 "Egyptian Gazette" offices. 27101-6-2

FOR SALE—57 Iron Bedsteads and 62 Sackings. Can be seen in A.S.C. Stores, Mustapha, between 10 a.m. and 12 noon on Saturday, the 20th inst. Tenders received in A.S.C. office between those hours, same day. 27131-3-2

LOST, January 12, at races, Ghazireh, silver Pencil with seal. Will finder communicate with Staff Captain, Headquarters. 27132-2-2

WATERLOW BROS. & LAYTON,

Telephone No. 1203. ESTABLISHED 1811. P.O. Box LIMITED.

CONTRACTORS TO THE BRITISH GOVERNMENT,

Printers, Stationers, Lithographers, Engravers,

ACCOUNT BOOK MANUFACTURERS & MACHINE RULERS,

WORKS:—4, RUE MASQUIDIMILLES COLONNES, MENAYER, ALEXANDRIA.

Head Office—HAROLD SHELDRICK, 24 & 25, BIRCHIN LANE, LONDON.

Manager in Egypt.

DAVIES BRYAN & Co.

Continental Hotel Buildings CAIRO.

St. David's Buildings, ALEXANDRIA, and 35-37 Noble Street LONDON, E.C.

English Tailors, Drapers and Outfitters.

TRAVELLING REQUISITES

COMPRESSED CANE TRUNKS. SOLID LEATHER OVERLAND TRUNKS.

GLADSTONE & KIT BAGS. SUIT CASES, BUGS, &c.

ATHLETIC GOODS:

A VARIED STOCK, INCLUDING

Slazenger's Doherty

"E.G.M." Demon:

AND

Ayre's Central

Strung Racquets.

TENNIS BALLS

FRESH SUPPLY WEEKLY.

BOOTS & SHOES.

All the newest shapes in the best

English makes:—

BUCKSKIN TENNIS BOOT AT £1

A SPECIALITY.

Owing to the increased business

in this Department a new Show-

room has been fitted up where better

attention can be given to Customers.

CLOTHS:

The largest Stock in Egypt of

Cloths of the best British Manu-

facture:

TROPICAL TWEEDS,

FLANNELS, DRILLS,

&c., &c.

All garments cut by experienced

English cutters. Fit and style guaranteed.

GENTS' OUTFITTING:

The newest Shades in

Crepe de Chene Ties.

Cellular, Oxford, Zephyr

Shirts and Pyjamas in great

variety.

Special Attention paid to Shirts

Made to Measure.

HOSIERY AND UNDERCLOTHING

IN THE BEST MAKES.

PANAMA, STRAW, & FELT HATS

CORK & PITH HELMETS.

CAPS.

HOUSEHOLD LINEN AT SPECIALLY

CHEAP PRICES.

TABLE CLOTHS, NAPKINS, SHEETS,

AND PILLOW CASES.

FLANNELETTES, VIYELLAS AND

CEYLON FLANNELS.

SOAP, PERFUMERY,

RUBBER SPONGES, BRUSHES,

STUDS, MIRRORS (HAND & HEATING

FOUNTAIN PENS, &c., &c.

Davies Bryan & Co.,

Cairo & Alexandria.

HOTEL DU NIL
CAIROBeautiful Gardens.
Near the Bazaars.
First Class -- Restaurant.

TO OUR VISITORS.

The Egyptian Gazette has much pleasure in presenting to its subscribers the accompanying description of some of the many interesting resorts by which they may travel homewards. Great care has been taken to arrange them as accurately and concisely as possible, and it will be found that none of them are fraught with difficulty. In choosing the route home there are several things to be considered. To begin with there is the difference in climate between Egypt and the various points at which you may arrive in Europe.

HOTELS EN ROUTE.

SYRACUSE

GRAND HOTEL
PIAZZA MAZZINI, SYRACUSE (Sicily).

First Hotel in the Town.

TAORMINA

Hotel Metropole.
First-Class House. Beautiful Position. German Management.
Same Proprietor Hotel Grande Bretagne, Catania.

Grand Hotel San Domenico.

FIRST CLASS ENGLISH FAMILY HOTEL with Garden, Terrace, Lawn Tennis, Winter Garden. 25 Beds. Heated. Ancient historical convent, situated in the finest and most select part of Taormina. Views of Etna and the Ionian Sea. French Cooking. Most comfortable Pension. House warmed.

L. V. YODARI, Director.

PALERMO

Villa Igia
Grand Hotel.
A. PACHLER, Manager.

SORRENTO

HOTEL TRAMONTANO.
Hotels Tramontano & Tasso, and Hotel-Pension Syrena.
These excellent Hotels, which are situated in the best part of what is worthily named the "Jewelry Spot of Italy," are the annual resorts of the most distinguished English and American families. The principal capital for excursions. Electric light throughout. Tennis. English Church.

Mr. G. T. AMSTANO, Proprietor & Manager.

NAPLES

GRAND HOTEL.
Unrivalled position. First Class.
Private Bathrooms. Steam Heating throughout.
Nearest Sanitary Arrangements.

HAUSER & DORFFNER, Props.

FLORENCE

THE GRAND HOTEL.
UNRIVALLED POSITION.
Suites and Rooms with Private Bath and Toilettes.
STRICTLY FIRST CLASS.

The Hotel Baglioni.

First Class.
EVERY MODERN COMFORT.
BRANCH HOUSE: HOTEL D'ITALIE, BOLOGNA.

HOTEL PAOLI, FLORENCE, FULL SOUTH.

LUNGARNO DELLA ZECOA.
Beautiful view of the surrounding hills.
First class Hotel with Every Modern Comfort.

Gobbo's Florence - Washington Hotel.

First-class Family Hotel, situated full south, on the best part of the Lung' Arno.
House lately renovated.
Every English Comfort. Latest Improved Sanitary Arrangements. Lift. Electric Light throughout.

G. GOBBO, Proprietor.

PISA

GRAND HOTEL et HOTEL DE LONDRES.
UNDER THE PATRONAGE OF THE ENGLISH HOTEL FAMILY.
Entirely re-modelled and re-organised. Perfect quiet and finest climate. Situated on the Lung' Arno. Electric light in every room. Special arrangements during Winter. The Grand Hotel and the Hotel de Londres are now united and under the same management.

W. GABRECHT.

Italian Riviera, VIAREGGIO

PENSION SHELLEY.
On the Express Route to GENOA
Kept by an English Lady.
Comfortable & home-like. Highly recommended.
Lessons in painting by an Exhibitor at the Salon.

GENOA

BRISTOL HOTEL.
Proprietor: GALANTI & Co.CENTRAL HOTEL.
Proprietor: BOCCARDI, A.HOTEL CONTINENTAL DES ETRANGERS.
Proprietors: MELANO & EATRELLIEDEN PALACE HOTEL.
Proprietor: CARLO BORGARELLO.GRAND HOTEL DE GENES.
Proprietor: R. G. BOKER.GRAND HOTEL ISOTTA.
Proprietors: KIRKBY, SCHUCANI & Co.HOTEL DE LONDRES.
Proprietor: FREDERICO FIORINI.HOTEL MILAN.
Proprietor: DAVIDE CANELLI.GRAND HOTEL SAVOIE.
Proprietors: LIPPERT & FIORINI.HOTEL SMITH.
Proprietor: SMITH FRATELLI.HOTEL DE LA VILLE.
Proprietors: WALKER & ORTELLI.

SALSOMAGGIORE

HOTEL CENTRAL BAGNI.

The most recently built Hotel in Salsomaggiore, on and around the famous springs, has been re-modelled and re-organised. It is now connected with the New Bathing Establishment by a covered passage.

Charges Moderate. Steam Heating.

For prospectus and particulars apply to the Manager.

Telegraphic Address: CENTRAL, SALSOMAGGIORE.

Vade Mecum for the Homeward Bound.

This depends partly upon the month in which you leave Egypt, for Cairo in January may be a little warmer than the Riviera, and possibly not so warm as Sicily, but in March it will be warmer than Rome, and more uniformly warm than many other places in Europe. Many people leave Egypt far too early in the year, for as a rule the weather in April and May is perfect. The warmest place to go to on leaving Egypt is Sicily.

Some will want to take into consideration the number of days to be spent at sea, and we therefore subjoin a list showing the time occupied on each of the various routes between Egypt and the Continent of Europe.

They are as follows:—
The long sea routes—From Port Said or Alexandria to Plymouth, Southampton, London or Liverpool—occupy about 14 days. The short ones are as follows:—

Port Said or Alexandria to Brindisi	3 days
Alexandria to Messina	3 "
Port Said or Alexandria to Marseilles	5 "
Alexandria to Venice and Trieste	4 "
Alexandria to Naples	3 "
Port Said to Genoa	5 "
Port Said to Naples	4 "
Alexandria to Constantinople	4 1/2 "
Alexandria to Piræus	2 "
Port Said to Gibraltar	7 "

The steamers of the P. & O. North German Lloyd, Orient and Messageries Maritimes are the largest. The Anchor, British India, and Bibby Lines are also excellent, and their steamers are largely patronised by travellers to Egypt.

As regards the train journeys from Cairo, the shortest is that to Alexandria, without change (3 hours). That to Port Said, can now be made without change in 4 1/2 hours.

The least expensive way to England is by the Moss, Papayanni, Prince, and Westcott lines of steamers from Alexandria to Liverpool. The German Levant line has also good steamers from Alexandria to Hamburg.

The most expensive but quickest through Continental routes are by P. & O. Brindisi express from Port Said, and the Austrian Lloyd Trieste-Vienna express from Alexandria. As regards heavy luggage, it must be borne in mind that very little luggage is allowed free on the railways of Europe, but there are several good and responsible forwarding agents in Egypt who undertake at a fixed charge to deliver packages to any address in Europe.

The quickest manner of getting to Europe from Port Said is undoubtedly by the fast Mail Steamers "Osiris" and "Isis" to Brindisi. One of these leaves Port Said every week, as soon as possible after receiving the Indian

PICTURE POST CARDS.

"The Egyptian Gazette" Series
is the most artistic collection to be found in Egypt.

mails from the great liner arrived from Bombay.

These small but comfortable ships have enormously powerful engines, and attain a very high rate of speed. They are called the "Perry boats," having been specially built to carry the British mail from Port Said to Brindisi. If you are going straight through to England you will find the train waiting at Brindisi which will take you to Calais without changing. It has complete arrangements for sleeping and eating on board, and you should arrive in London on the fifth day from leaving Port Said.

SICILY.

The direct route to Sicily is by the Florio-Rubattino Co.'s steamers which leave Alexandria weekly for MESSINA, where one takes train to TAORMINA, one of the most charming and popular places on the island. Giardini is the station at which to alight, and the drive up to Taormina is most delightful, occupying about one hour. In and around the town is much to interest the visitor. The theatre is of Greek origin, but restored under the Romans. CATANIA is the starting place for the ascent of Etna and here also is a fine Cathedral. The Greek, Roman, and Saracenic remains that are found all over the island, are an endless source of pleasure. SYRACUSE has an interesting history, having been a Greek city, which was designed by Demosthenes in B.C. 413, and taken by the Romans in B.C. 212, when Archimedes was slain—his tomb is to be seen. The cathedral was once an ancient pagan temple. PALERMO, with about 300,000 inhabitants, is the capital of the island, and enjoys a delightful climate. Much of interest is to be found in this fine city. The Palazzo Reale is of Saracenic origin and close to it the church of S. Giovanni degli Eremiti with its picturesque cloisters. The Cathedral, Museum, Botanic Gardens, Villa Giulia and Royal Park are also worth a visit.

CENTRAL ITALY.

The fine steamers of the North German Lloyd leave Alexandria every Wednesday during the season for Naples, the voyage being only 3 days.

NAPLES is also reached in 10 hours from Palermo by the Florio-Rubattino Co.'s steamers, which leave daily. One cannot approach Naples or leave it without wishing to explore some of its islands, besides the lovely places on its bay—Castellamare and Sorrento. The small steamer that takes you to Sorrento [you can drive too] will take you on to Capri.

From Naples to Rome is a train journey of but five hours. All who can will devote at least one week to visiting the many historical and interesting portions of the Eternal City, whose charms and beauties are too well-known to need comment here.

Leaving the Eternal City with much regret, a railway journey of five hours brings you to FLORENCE, where another week can well be spent admiring the City of Flowers and its surrounding country. In Florence itself the churches and galleries are of absorbing interest, whilst the local promenades and excursions should not be omitted. The Cascine is the most attractive and fashionable promenade in Florence, whilst the Viale dei Colli, one of the finest walks in Europe, opened 35 years ago, goes winding up through the hills a distance of four miles. The most delightful excursion outside Florence is that to Valombrosa, with its Monastery 3,300 feet above the sea level. This is made first by ordinary train from Florence to St. Elia, thence by cog-wheel railway to Saltino. The ascent through groves of oaks takes an hour, and most striking panoramas are unfolded to view.

PISA is easily reached from Florence in about 2 hours; here there is a fine Cathedral and the Leaning Tower. A stay of at least one night should if possible be made, in order to enjoy the view from the Campanile at sunset.

VIAREGGIO. One of the most delightful places on the Italian Riviera near Pisa and on the main line from Rome to Genoa. It is a very convenient half-way house between Egypt and England, and where living is reasonable and the air and surroundings exceptionally good.

NORTHERN ITALY

GFNOA (La Superba).—The most picturesque and interesting city in Italy, with the record of having one of the lowest death averages of European cities and a phenomenally equable temperature—warm in winter and deliciously cool breezes from the surrounding mountains and the Mediterranean in summer.

The patriarchal home of Italy's most ancient nobility, whose palaces, gardens, and famous collections of statuary, frescoes, and paintings, are a constant delight to thousands of travellers who annually sojourn in Genoa. Then there are the superbly decorated medieval churches containing exquisite marble columns and historical paintings, and the incomparable Campo Santo filled with its wonderful tombs.

From Genoa to Milan is a matter of only three hours by rail.

MILAN is a good centre for Northern Italy before making the tour of the Lakes. The Cathedral is the principal attraction, with its beautiful windows illustrating the History of the Bible. The public gardens and the monumental cemetery are also worth a visit.

Between Bologna and Milan and only an hour and a half from Milan is SALSOMAGGIORE, a renowned health resort on account of its thermal springs, change trains at Borgo San Donnino and in half-an-hour you are at Salsomaggiore.

HOTELS EN ROUTE.

SYRACUSE

GRAND HOTEL VILLA POLITI.
NEW & ENLARGED and thoroughly furnished. Electric light throughout. Central Heating in every room. Beautiful Gardens.

Conco to daily. New Proprietor, MESSIA, also of the Hotel Grande Bretagne, Hotel Metropole.

CATANIA (Sicily), Italy

GRAND HOTEL BRISTOL, Catania.
First-Class House. Full south, fine view of Mount Etna. Warmest climate in Sicily.

Sole Management.

PALERMO

HOTEL DE FRANCE.
First Class. Only Hotel in Palermo with Central Heating Apparatus throughout. Electric Light. Lift. Winter Garden. 100 Rooms, nearly all sunny. Best and healthiest situation.

P. WEINER, Proprietor and Manager.

ALGERS

GRAND HOTEL ST. GEORGE.
Mustapha Superior. First-Class in every respect. Hotel de Luxe.

NAPLES

SANTA LUCIA HOTEL.
FIRST CLASS.
Every Modern Comfort.

Central Heating. Private Baths. Etc.

NAPLES.
The last word of modern hotel refinement.
50 BATHROOMS.
CENTRAL STEAM HEATING.
... FINEST VIEW IN THE WORLD ...ROME.
Bertolini's Splendid Hotel.
First Class.
Private Bathrooms.
CENTRAL HEATING IN EVERY ROOM.GRAND HOTEL DE LA VILLE, FLORENCE.
OPEN ALL THE YEAR.

Steamheating.
Electric Light Throughout.
LIFT.
Winter Garden.

CONCERT, AMERICAN BAR.

SAVOY HOTEL, Florence.

The Only house expressly built for an hotel.
THE MOST COMPLETE & COMFORTABLE OF MODERN HOTELS.
CHIARI BROS., Proprietors.

GRAND HOTEL ROYAL.

GRANDE BRETAGNE.
LUNGARNO, ACOGLIATI.
FIRST CLASS. OPEN ALL THE YEAR.
CHIOSTRI, Prop.

Hotel New York.

COMFORTABLE FIRST CLASS HOUSE.
All Modern Comforts.
Electric Light and Central Heating.

ALASSIO

A QUIET AND LOVELY WINTER RESORT.
THE GRAND HOTEL, ALASSIO.
Absolutely First-Class Modern Hotel, in the finest situation, sea view, full south.

CONSIDERABLY ENLARGED AND RESTORED.
Electric Light, Electric Lift, Stigler's System, heating by hot water. Suite with private bath and toilettes. Perfect sea location. Extensive Garden. No charge for attendance or lighting. Private carriage meets all the best trains.

Proprietors and Managers: Mr. and Mrs. JOHN CONGREVE.

THE SALISBURY HOTEL.

This High-class comfortable Hotel has been enlarged since last season. Finest position in Allassio. Sea's aspect (300 feet above sea). Extensive grounds. Excellent water and sanitary arrangements. Electric Light throughout. Parking room. Lift. (Lift optional). Good Cuisine. No charge for attendance or lighting. Private carriage meets all the best trains.

Proprietors and Managers: Mr. and Mrs. JOHN CONGREVE.

SALSOMAGGIORE

GRAND HOTEL DES TERMES.
Highest order. Immediately opposite the bath entrance, in the best and highest part of the village. Built according to the most recent ideas and principles. Modern comfort. 100 Bedrooms. Salons, dining room, restaurant, reading, music, billiard rooms. Electric light. Lifts. Baths and Dressing. Steam-heating. Large and sunny garden. Latest sanitary arrangements. On every floor there are special B-10s of striped red and white. 2 decorative charges. For prolonged stay, Pension rates.

RITZ & PYPFFER, Proprietors, of the Grand Hotel National, Lucerne; Carlton Hotel, London; Ritz Hotel, Paris.

HOTELS EN ROUTE.

VENICE

Grand Hotel.
First Class.
EVERY MODERN COMFORT.
Large Terrace on the Grand Canal.

ROYAL HOTEL DANIELI.

FIRST-CLASS HOTEL.
Situated in the Finest and Healthiest part of the Town. Railway Ticket Office in the Hotel. All Modern Comforts.

HOTEL BRITANNIA.

First Class Hotel in the best position with garden on the Grand Canal.

HOTEL MILAN-BRISTOL.

in the same position but more moderate.

Same Management HOTEL DE LA VILLE at Genoa.

ALGERS

Hotel Continental et d'Orient.
Mustapha Superior. First-class Hotel. Splendid situation. Full South. Four acres of Garden. Tennis Court. Full-sized English Billiard Table. Cafeteria. Good Drainage and best Sanitary Arrangements. Omnibus on arrival of steamers. Printed Tariffs sent on application. Lift. Ascenseur.

J. HILDEBRAND, Proprietor-Manager.

NAPLES

Grand Hotel du Vesuve.
First-class establishment in the healthiest and finest position. Latest comfort, bedrooms and suites with private bathrooms and toilettes. Central steam heating.

O. & G. FIORENTINO, Proprietors.

NORTHERN ITALY (Continued)

The ITALIAN LAKES.

VENICE is a 5 hours journey by rail from Milan, and one of the most delightful places imaginable to pass a quiet stay. The total absence of vehicular traffic strikes one as very strange; no horse, cart, carriage or bicycle is to be seen, and yet there is the sound of life at every turn. The approach to Venice from the Adriatic is unlike that of any other seaport. The town seems to be gradually, like Aphrodite, born of the sea, no hills behind, no stretches of rock, but first the tops of Campaniles appear above the horizon, then slowly the whole glittering town rises like a fairy mirage out of the calm lagoon.

Going northwards from Milan you make the tour of the beautiful Italian lakes.

COMO, the birthplace of the younger Pliny, is reached in one-and-a-quarter hours by train by way of Monza.

Boats leave Como frequently for the other towns on the lake, which is very beautiful, and the scenery on either side going up the lake is most enchanting. CERNOBBIO is a charming spot; then come Tremazzo, Cadenabbia, and Menaggio with the prettily-situated town of Bellagio opposite. The walk from Tremazzo along the shore of the lake to Menaggio is most enjoyable. A steam tram runs from Menaggio to Porlezza on Lake Lugano in three-quarters of an hour, then steamer to Lugano in two-and-three-quarters hours.

SWITZERLAND.

Switzerland, the heart of Europe, has been described as "A cluster of delights and grandeur."

LUGANO is some 20 miles from Como and reached by train in one-and-a-half hours. It has a population of 10,000 people and is charmingly situated on the Lake of Lugano, amidst lovely Italian scenery. Around it rise M. San Salvatore, M. de Caprino and M. Generoso.

LOCARNO may be reached by rail from Bellinzona in forty minutes. This pretty town, situated at the top of Lake Maggiore, has a mild climate, and is an excellent winter resort. The church Madonna del Sasso, situated above the town, is worth a visit, as it contains interesting paintings, "Entombment" by Ciseri, and "The Flight into Egypt," by Bramantino.

Lucerne.—A striking picture on the Lake of Lucerne facing the Rigi and Pilatus and the snow-clad Alps.

In and around the town the walks are charming, and the excursions to be made from Lucerne by boat, rail, etc., are very numerous.

The Lake of Lucerne abounds in delightful excursions, those to the Rigi, Pilatus, Burgstock and Sonnenberg needing a special visit each. Other excursions on the lake can be made by steamer, and the ever-changing scenery on the trip from Lucerne to Flüelen is a source of delight to the lover of nature.

BRUNNEN, charmingly situated on the most beautiful part of the Lake of Lucerne, commands magnificent views of lake and mountain scenery. Along the Lake of Uri from Brunnen to Flüelen runs the famous Aare cascade.

A delightful excursion from Lucerne is that to ENGBERG. Take boat to Stansstad and from Stansstad it is about 1 hour and 40 min. by Electric Railway, with delightful scenery en route. The ascent of Titlis, is made from here, and the panoramic view of the Alps is grand; extending from Monte Rosa to the Black Forest, and from the Sanits to the Matterhorn.

THE BERNESE OBERLAND.—INTER-LAKEN a favourite summer resort and the best centre for making excursions in the Oberland, abounding in fine walks and views. There is a magnificent view of the Jungfrau from the Hoheweg, a fine avenue of walnut trees the chief resort of visitors. Interlaken is also not far from the famous waterfalls, Giesbach, Trummelbach and Staubbach. Then also the glaciers of Grindelwald and view from Murren and the Schynige Platte are sights not to be missed.

CHATEAU D'OEX, 3,500 ft. above the sea on the new Electric Railway between Montreux and Interlaken, surrounded by magnificent scenery, with pure dry air. Much frequented by English people in Summer and Winter.

Many people visit Greece after wintering in Egypt, as it is so easily reached from Alexandria; the climate in April is charming. The best steamers are those of the Khedivial Mail Co. and the Russian Steam Navigation Co.

If possible tourists should arrange to be in Athens for the Orthodox Easter in order to witness the Good Friday and Easter Eve ceremonies, and to be present at the dancing on the Easter Tuesday festival held at Megara for which a special train is run from Athens.

It is worth while to spend a few days in CORFU on account of the beauty of the scenery. There is also good snipe and quail shooting to be had.

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If possible tourists should arrange to be in Athens for the Orthodox Easter in order to witness the Good Friday and Easter Eve ceremonies, and to be present at the dancing on the Easter Tuesday festival held at Megara for which a special train is run from Athens.

It is worth while to spend a few days in CORFU on account of the beauty of the scenery. There is also good snipe and quail shooting to be had.

THE BERNSE OBERLAND.—INTER-LAKEN a favourite summer resort and the best centre for making excursions in the Oberland, abounding in fine walks and views. There is a magnificent view of the Jungfrau from the Hoheweg, a fine avenue of walnut trees the chief resort of visitors. Interlaken is also not far from the famous waterfalls, Giesbach, Trummelbach and Staubbach. Then also the glaciers of Grindelwald and view from Murren and the Schynige Platte are sights not to be missed.

CHATEAU D'OEX, 3,500 ft. above the sea on the new Electric Railway between Montreux and Interlaken, surrounded by magnificent scenery, with pure dry air. Much frequented by English people in Summer and Winter.

Many people visit Greece after wintering in Egypt, as it is so easily reached from Alexandria; the climate in April is charming. The best steamers are those of the Khedivial Mail Co. and the Russian Steam Navigation Co.

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